

THE MARKET OPENS QUIET

Advances in Early Dealings the Subject of Comment.

The vague rumors in London of British success in South Africa forced up Consols—Brooklyn Rapid Transit Advances—Sugar Firm. The Railways Active and Strong.

NEW YORK, Jan. 9.—The stock market opened quiet and generally at slight advances from last night's final figures. It was a matter of comment that advances were common in the early dealings, notwithstanding the fact that the London market for American stocks was materially below parity.

Consols, on the other hand, were higher, and there were vague rumors in London of further British successes in Natal.

Brooklyn Rapid Transit was a conspicuous feature of the early market in a very sharp advance, which was not, however, attended by any particular gossip bearing on the stock.

Sugar refining was also notably strong, and the other industrial had a firm tone also. In the railway list active features were the Atchafalaya, New York Central and Union Pacific.

New York Stock Market.

Corrected daily by W. B. Hibbs & Co., member of the New York Exchange, 1419 F Street.

	Open.	High.	Low.	2:15
A. S. W. 100	84 1/2	85 1/2	84 1/2	85 1/2
A. S. W. 100	84 1/2	85 1/2	84 1/2	85 1/2
American Sugar 100	102 1/2	103 1/2	102 1/2	103 1/2
American Tobacco 100	90 1/2	91 1/2	90 1/2	91 1/2
Atchafalaya 100	60 1/2	61 1/2	60 1/2	61 1/2
Baltimore & Ohio 100	56 1/2	57 1/2	56 1/2	57 1/2
Brooklyn Rapid Transit 100	73 1/2	74 1/2	73 1/2	74 1/2
Chesapeake & Ohio 100	50 1/2	51 1/2	50 1/2	51 1/2
C. & O. 100	65 1/2	66 1/2	65 1/2	66 1/2
C. & O. 100	65 1/2	66 1/2	65 1/2	66 1/2
Chicago & North Western 100	61 1/2	62 1/2	61 1/2	62 1/2
Chicago 100	104 1/2	105 1/2	104 1/2	105 1/2
C. M. & St. Paul 100	117 1/2	118 1/2	117 1/2	118 1/2
E. R. 100	84 1/2	85 1/2	84 1/2	85 1/2
Gen. & Great West 100	29 1/2	30 1/2	29 1/2	30 1/2
Consolidated Gas 100	194 1/2	195 1/2	194 1/2	195 1/2
Gen. Electric 100	120 1/2	121 1/2	120 1/2	121 1/2
Illinois Central 100	111 1/2	112 1/2	111 1/2	112 1/2
Indiana 100	58 1/2	59 1/2	58 1/2	59 1/2
Metropolitan 100	24 1/2	25 1/2	24 1/2	25 1/2
Missouri Pacific 100	44 1/2	45 1/2	44 1/2	45 1/2
M. & T. 100	32 1/2	33 1/2	32 1/2	33 1/2
New York Central 100	118 1/2	119 1/2	118 1/2	119 1/2
N. Y. Central 100	118 1/2	119 1/2	118 1/2	119 1/2
Norfolk & Western 100	62 1/2	63 1/2	62 1/2	63 1/2
Norfolk Pacific 100	58 1/2	59 1/2	58 1/2	59 1/2
Pacific Mail 100	44 1/2	45 1/2	44 1/2	45 1/2
Pen. Railroad 100	174 1/2	175 1/2	174 1/2	175 1/2
Reading 100	137 1/2	138 1/2	137 1/2	138 1/2
Southern 100	26 1/2	27 1/2	26 1/2	27 1/2
Southern Railway 100	52 1/2	53 1/2	52 1/2	53 1/2
Texas Pacific 100	16 1/2	17 1/2	16 1/2	17 1/2
Union Pacific 100	46 1/2	47 1/2	46 1/2	47 1/2
Union Pacific 100	74 1/2	75 1/2	74 1/2	75 1/2
Western Union 100	75 1/2	76 1/2	75 1/2	76 1/2
Western Union 100	75 1/2	76 1/2	75 1/2	76 1/2

The stock market this morning was again extremely dull and inactive. Prices opened at about yesterday's close, and during the first hour of the day the few transactions had resulted in only fractional changes, mostly in a downward direction. News was scarce, and not of a character to have any important effect on the market, but there was nothing disappointing in it. Money was easy, the first-quoted rate being 5 1/2 per cent for call loans. The balance between the banks and the substructure this week so far has been in favor of the banks to the extent of \$1,000,000. The market regarding the market are not of a decided character. At present the professionals control the small business done, little actual buying of securities being noticeable. Many are waiting for news of a decisive upward from South Africa. As to the ultimate upward course of the market careful financial people have little doubt.

The meeting of managers of the Vanderbilt party in New York yesterday was a most important one to the great extent of Eastern railways that has been so much discussed recently. Little news of the meeting was allowed to leak out, but sufficient is known to indicate nearly all that has been printed in the Times heretofore. It is acknowledged that Pennsylvania people have become heavy holders of Chesapeake and Ohio stock, and the Vanderbilt party, and that Central and the Pennsylvania people are both holders of Baltimore and Ohio securities. The Big Four is controlled by the Vanderbilt interests. The Lake Erie and Western has passed into the hands of the Lake Shore, which means, of course, that it is now a part of the Vanderbilt system. It is said of the dividend declared on Big Four yesterday that the rate will likely be increased to 2 per cent at the end of another half year. The Vanderbilt party, however, is very strong, but not active this morning. The same may be said of Baltimore and Ohio, and Pennsylvania.

Sugar was fairly strong this morning. A simultaneous advance in the price of both raw and refined sugars has been made by all the refineries. Many consider the unanimity of action to be another strong indication of harmony among the companies, and a forerunner of a settlement of the sugar war.

Brooklyn Rapid Transit was active and strong during the first hour, and was one of the few stocks to show a heavy rise. It advanced to 74 1/2, but was inclined to sag for a time from that level. Heavy covering of shorts seemed to account for the advance and it is the opinion of many careful traders that the movement is not yet over.

Washington Stock Exchange.

	Open.	High.	Low.	2:15
Capital Traction 100	36 1/2	37 1/2	36 1/2	37 1/2
Consolidated Gas 100	194 1/2	195 1/2	194 1/2	195 1/2
Gen. Electric 100	120 1/2	121 1/2	120 1/2	121 1/2
Illinois Central 100	111 1/2	112 1/2	111 1/2	112 1/2
Indiana 100	58 1/2	59 1/2	58 1/2	59 1/2
Metropolitan 100	24 1/2	25 1/2	24 1/2	25 1/2
Missouri Pacific 100	44 1/2	45 1/2	44 1/2	45 1/2
M. & T. 100	32 1/2	33 1/2	32 1/2	33 1/2
New York Central 100	118 1/2	119 1/2	118 1/2	119 1/2
N. Y. Central 100	118 1/2	119 1/2	118 1/2	119 1/2
Norfolk & Western 100	62 1/2	63 1/2	62 1/2	63 1/2
Norfolk Pacific 100	58 1/2	59 1/2	58 1/2	59 1/2
Pacific Mail 100	44 1/2	45 1/2	44 1/2	45 1/2
Pen. Railroad 100	174 1/2	175 1/2	174 1/2	175 1/2
Reading 100	137 1/2	138 1/2	137 1/2	138 1/2
Southern 100	26 1/2	27 1/2	26 1/2	27 1/2
Southern Railway 100	52 1/2	53 1/2	52 1/2	53 1/2
Texas Pacific 100	16 1/2	17 1/2	16 1/2	17 1/2
Union Pacific 100	46 1/2	47 1/2	46 1/2	47 1/2
Union Pacific 100	74 1/2	75 1/2	74 1/2	75 1/2
Western Union 100	75 1/2	76 1/2	75 1/2	76 1/2
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GOVERNMENT BONDS.

Why Don't You